

The Hongkong Telegraph.

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THURSDAY, OCTOBER 18, 1906.

四拜禮

八月十號香港

\$5 PER ANNUM.
SINGLE COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000 \$20,250,000
Silver Reserve.....\$10,450,000 \$20,700,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman,
G. H. Medhurst, Esq., Deputy Chairman,
G. Balloch, Esq.; A. J. Raymond, Esq.,
K. Goetz, Esq., R. Shawan, Esq.,
Hon. Mr. W. J. Gresson, N. A. Siebs, Esq.,
C. R. Lenman, Esq., H. E. Tomkins, Esq.,
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 1 PER CENT. PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer their deposits from one branch to another.

SHANGAI BANK—DEPOSIT AT 4 PER CENT. PER ANNUM.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warschaus & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim jr. & Co., Koen.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong, 9th October, 1906.

NEEDERLANDSCHE HANDEL-

MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegasi, Palembang, Pasoeoan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawe (Acheen), Bandjermasina.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.

Do 6 do. 4% do.

Do 3 do. 3½% do.

L. ENGEL,

Agent.

Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERIN D'ORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILINGS.

HOTEL MANSIONS,

Padde Street.

Hongkong, 1st June, 1906.

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS AT

CURRENT RATES.

SIRMSSEN & Co.

Hongkong 28th May, 1906.

[18]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS AT

CURRENT RATES.

SIRMSSEN & Co.

Hongkong 28th May, 1906.

[18]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELTA	About 18th	Freight and Capt. C. L. Daniel.
LONDON, &c., via usual Ports	DELHI	20th Oct.	Freight and Capt. J. D. Andrews, R.N.R.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA	About 24th	Freight and A. W. Anderson, R.N.R.
PEKING, TIENTSIN, DALNY, TIE-LING, OSAKA, NEW YORK	MOJI and KOBÉ	October	Passage.

For Further Particulars, apply to

R. A. HEWETT, Superintendent.

Hongkong, 16th October, 1906.

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chinkung, Yokohama, Yokosuka, Nagoya, Osaka, Kobo, Makakura, Kure, Shimonekai, Moji, Wakamatsu, Kurata, Nagasaki, Kuchinotan, Sasebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and 'L' Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mamedo, Munoura, Onoura, Otsuji, Sashara, Tsubakuro, Yoshinotan, Yoshio, Yunokihara and other Coals.

S. TANAKA, Manager, Hongkong.

[45]

THE CITY OF PARIS,

2, PEDDER STREET,

(OPPOSITE THE HONGKONG HOTEL),

MADAME FLINT, Manageress.

SPECIAL LOW PRICES

FOR

AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.

Hongkong, 11th September, 1906.

[85]

D. NOMA, TATTOOER,

6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as attested by 3,700 Recommendations.

Hongkong, 16th November, 1906.

[55]

A. CHAZALON & CO.

JUST UNPACKED.

A. NOHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

DO. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS DO.

AND OTHER PICNIC SIZE TINS OF PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS AND CAKES.

CROISSANT AND BLACKWELL'S SAUSAGES,

STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906.

~~Shipping—Steamers.~~HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"	4,338 tons	Captain W. A. Valentine.
" " "FATSHAN,"	2,260 "	R. D. Thomas.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM,"	1,363 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M.

Sunday Special Excursions leaving Hongkong at 9:30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7:30 A.M. On Saturdays a Second Departure about 7:30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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Service temporarily suspended.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STREAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
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" " "NANNING,"	569 "	C. Buchheit.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow to Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (Fig. 1 Floor) opposite the Hongkong Hotel,
ORCHARD RUEFERFIELD & SWIKE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJILIWONG...	JAPAN	First half November	JAVA PORTS	First half November
TJIMAHİ....	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP...	JAPAN	Second half November	JAVA PORTS	Second half November
TJIPANAS ...	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 17th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

BUTTERFIELD & SWIKE.

AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 6th October, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, BURZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN, HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINCESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELLOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Binsen, with MAILED, PASSENGERS, SPECIE AND CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. o. o.	£42. o. o.	£22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.

	1st Class	2nd Class	3rd Class
TO NEW YORK VIA SUEZ:	64. o. o.	44. o. o.	26. o. o.
VIA NAPLES, GENOA or GIBRALTAR	115. o. o.	79. o. o.	47. o. o.
Return	123. o. o.	83. o. o.	49. o. o.
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	100. o. o.	70. o. o.	40. o. o.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, in stead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

Linens can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE, &c.	SAILING DATES.
SANDAKAN	—	FRIDAY, 19th October.
WILLEHAD	4,763	TUESDAY, 13th November.
WILHELM SIGISMUND	3,302	TUESDAY, 11th December.

ON FRIDAY, the 19th day of October, 1906, at 4 P.M., the Steamer SANDAKAN, Captain G. Wendig, with Staff, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£12. —	£18.10	£14.00
TO BRISBANE	£19. —	£20. —	£14. —
TO SYDNEY	£23. —	£23. —	£15. —
TO M			

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

LADIES'
FOOTWEAR.

Comfort, Elegance and
Durability
combined with
MODERATE PRICES.

We have a Stock exceeding 2,000 pairs of
Boots and Shoes and
can suit all tastes and
requirements.

OUR
SPECIAL
SHOE

is the
"VITWELL"
which name is stamped
on the waist of each
Shoe.

**WALKING
SHOES,**
\$6.25 to \$13.00 pair.

**DRESSY
SHOES**
for afternoon wear,
\$4.50 to \$18.50 pair.

**SMART
SHOES**
for evening wear,
\$7.00 to \$18.50 pair.

INSPECTION INVITED.

POWELL'S
HONGKONG.

Hongkong, 18th October, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID),
HANDKERCHIEFS, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

HOW RUSSIAN MUTINEERS
WERE EXECUTED.

AN OFFICER'S PITIFUL STORY.

The following is an extract from a letter, written by an eye-witness of the execution at Rayval of mutinous sailors on board the *Patiala Asava*. After describing the blank dismay of the condemned men when they heard the decision of the Court, and their urgent prayer to be shot instead of hanged, the writer—a Russian officer—continues:

Never shall I forget those men, their contrition for what they had done and their hatred for the agitators who had led them astray with all kinds of extravagant promises, and escaped scot-free, leaving the simple sailors to die. After the court-martial they were taken into a cell to exchange their uniforms for plain clothes. The poor fellows protested that they wished to die as sailors, and being told that they had forfeited their right to wear the Tsar's uniform, many, who had heard their death sentences in calmness, burst into tears. Neither did they wish to have their hands bound behind their backs, and begged to be allowed to die with their eyes unbound. Only this last request was granted them.

Quickly they marched out to the execution ground, facing those who were to shoot them, with the silent obstinacy of their present nature. Some, it is true, tried to sing, but their voices faltered and broke in the evening air. They took leave of their executioners, crying "Farewell, farewell!" and then of one another, kissing in our Russian fashion. The Pope (Orthodox priest) went before the rows of men, holding out the cross, which they all kissed. When their sentence was being read out they interrupted, crying "Dovolno! Dovolno!" (Enough! Enough!), we know well what crime we have committed." The broad Russian nature was uppermost, even at that tragic moment. Some called out to those who were to shoot them, "Measure well, brethren! Measure at our very hearts, and do not miss your mark!"

The volley was fired. Some lingered a moment, writhing in death agony; others had to be killed by the soldiers, who put an end to their misery by blowing their brains out. A quarter of an hour later, their bleeding corpses were carried away to be buried in the waves.

The Central Revolutionary Committee, as you know, denied having anything to do with the Stolypin outrage; and this is true, as the doctors who examined the body of one of the assailants, killed by the bomb, found a piece of paper in the stomach which proves that another party is responsible for the act. The force of the bomb had driven the contents of the man's pocket-book into his stomach.—P. M. G.

BUTTER INQUIRY.

FIRMS WHICH TEACH ADULTERATION.

The Select Committee on the Butter Trade, who was appointed last March have produced a blue-book of much interest and importance.

Dealing first with "natural butter," the pure article, the committee say that they have no evidence to indicate that the existing law—which provides that butter containing more than 6 per cent. of moisture shall be presumed to be adulterated—is insufficient to prevent fraud, and therefore they do not suggest any amendment of the law as to moisture. Nor do they think it necessary to make any recommendations on the use of colouring matter.

WHAT IS BUTTER?

"What is Butter?" is almost as difficult a problem as "What is Whisky?" The committee tackled the mysteries of "milk-blended butter"—a product which has been the subject of much legislative effort—and think it would not be desirable to prohibit its sale, as it meets the wants or suits the tastes of a certain section of the community.

But they consider that it is not butter, that it and other substances (not being margarine) containing butter fat should only be allowed to be manufactured for sale under a special name and regulations approved by the Board of Agriculture; that the factories where is made and the wholesale dealers who sell it should be registered; and that when sold by retail it should be delivered to the purchaser in a wrapper approved by the Board of Agriculture.

ADULTERATION TAUGHT.

The committee find that in certain factories fat not derived from milk is added to the butter, and the mixture is then sold fraudulently as pure butter. The committee go so far as to declare that

"certain firms are engaged in the business of teaching occupants of factories how to adulterate butter."

With these non-lactic fats, and it is done so cleverly that analysts are often completely baffled.

The committee therefore press for machinery which would put the law into operation against such practices.

Mixtures of butter and non-lactic fats are made Holland and imported into England from Holland; and in this particular direction the committee think the responsibility should lie on the importer. Very low rent.

MARGARINE TO BE INCREASED.

The trade in margarine, the only butter substitute referred to in the evidence, is admitted to be a legitimate trade, and the committee add that "it is evidently a staple article of food, and the trade is increasing."

The committee think it undesirable that fancy names, or descriptions referring to butter or anything connected with the dairy industry,

should be applied to margarine, for "it is clearly in the interest of fair trading that the distinction between butter and margarine be kept clear."

The committee accordingly recommend that that word "margarine" in black, solid capital letters, not less than half an inch square, shall appear on the wrapper when it is handed to the purchaser; that no fancy name referring to butter or to the dairy industry should be permitted; and that if any fancy name be used the word "margarine" shall be prefixed or affixed to the name in letters of the same size, colour, and type.

RECOMMENDATIONS.

The committee are convinced that the law controlling the trade in butter and butter substitutes requires strengthening, and their recommendations, in addition to those mentioned above, include these:

That butter factories should be registered, and that inspectors of the Boards of Agriculture and local authorities should have power to enter any premises where they believe butter is made, etc.

That the addition to butter, at any stage of manufacture, or fat, not derived from milk be prohibited.

That margarine shall not contain more than 16 per cent. of water.

That nothing shall be sold as butter which contains more than 16 per cent. of moisture.

That steps should be taken to bring about international agreements as to the prevention of adulteration.

That substances other than butter (not being margarine) containing butter fat should be sold, with a limit of 24 per cent. of moisture, under a name approved by the Board of Agriculture, and that the wrapper bear a description of the article, under conditions similar to those applying to margarine.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. SHEWAN, TOME'S & CO., to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 19th October, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street,

The Spanish Steamer.

NEIL MACLEOD,

(as he now lies in Yau-mai-i Bay),

Conditions of Sale:—

The Ship will be sold as she now lies with all fittings, gear, &c., &c.

TERMS.—Cash before delivery; 25% of the purchase money to be paid on the fall of the Hammer, balance and clearance to be effected within 7 days after date of sale.

Inspecting orders can be obtained from the Undersigned.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 18th October, 1906.

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Entimation.

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Wine and is supplied to all the Leading
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LIMITEDWINE AND SPIRIT MERCHANTS,
AGENTS,

Hongkong, 17th October, 1906.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.

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additional \$1.80 per quarter is charged for postage.The postage on the weekly issue to any part of the
world is 80 cents per quarter.Single Copies, Daily, ten cents; Weekly, twenty-
five cents.OBITUARY.
On October 12, at Shanghai, the wife of H.
W. FORBES, of a son.MARRIAGE.
At Anderston Parish Church, Glasgow, on
11th September, by Rev. James Robertson,
Rev. EDWIN RICHARD HALLIFAX, Hong-
kong Civil Service, to EVELINE, daughter of
the late John Wilson, and of Mrs. Wilson, 10,
Nelson-lane, Hill-head, Glasgow.DEATH.
On October 11, at Shanghai, M. E. SWED-
BERG, Yangtze Pilot, aged 31.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCT. 18, 1906.

THE SHANGHAI DOCKS.

Another important phase in the history
of the Shanghai Dock Co. will be marked in
the sale—if the proposal is carried out—of
a portion of the properties owned by the
Company in Shanghai. Our telegram to-
day announces the fact that a meeting of
shareholders of the Shanghai Dock and
Engineering Co., Ltd., has been called for
the 1st November to consider a proposition
that had been received by the Directors for
the purchase of two separate lots of property
at Hongkew and Pootung owned by the
Company and considered disposable without pre-
judice to the expanding business of the ship-
repairing and building yards in the Northern
port. The power of sale is exercisable by the
Directorate under sub-section (i) of section
3 of the Memorandum of Association of the
Company. The section reads:—"To sell
the undertaking of the Company or any part
thereof for such consideration as the Com-
pany may think fit and in particular for
shares, debentures or securities of any other
Company having objects altogether or in
part similar to those of this Company." The
lots involved by the proposed sale arethe two excellently situated sites for godown
and wharves, viz., (a) the whole of the
Old Dock property (with existing buildings)
situated in Hongkew in the 6th section of
the harbour, having an area of land measuring
as per title deeds 20 mows; (b) 81, 96, and a river frontage of 264 feet, with 22 feet
depth of water at low water spring tides.(b) Part of the property between the Cos-
mopolitan and International Docks, situated
on Pootung side in the lower section of the
harbour having an area of land of about 110
mows, and a river frontage of 1,300 feet,
with an average depth of water of about 25
feet at low water spring tides. To the
south of the property 108 houses, are
erected suitable for Chinese employees.
It has been known for some time that a
"Syndicate" in Shanghai had been formed
for the purpose of acquiring the two valuable
sites. When the question was discussed not
long since in the Model Settlement the
China Gazette stated that the price to be paid
for the Dock's property, if the scheme is
ever carried out, would amount to about \$1,100,000, and that the development of the
acquired land, i.e., bunding, wharves, godown,
&c., would absorb another \$1,100,000.
The capital of the new company would
therefore be at least three million taels.
To raise the required capital the
scheme further provides that the present
shareholders in the Dock Co. would have
the option of obtaining a share in the
new company, in lieu of receiving a re-
turn in cash upon the sale of the Old
Dock and the Pootung property, and
that the balance of the capital required
would be raised by the issue of debentures,
the underwriting of which, it is al-
leged, has been guaranteed by the "Bank."
Although some doubt was raised as to the
bona fides of the existence of the Syndicate,
the meeting called for this day fortnight
dissipates any idea that it was a purely
nebulous scheme that was being talked about
in Shanghai. As a matter of fact some of the
largest holders of shares in the Company are
believed to be closely identified with the
movement for the forming of the new Wharf
& Godown Company. It has been well-
known that warehousing business in Shanghai
has been most profitable since the
conclusion of the war and offers special induc-
ments for the starting of a new Company to
meet the growing demands in that line of
business in the North. As the Hongkew
property of the Dock Co. now offered for
sale, is believed to be the only available site
in that locality suited to the business of a
wharf and godown company, the new under-
taking will be showing considerable fore-
sight by acquiring this valuable property before
it is merged into the assets of some
other existing concerns of a similar character.
Our special telegram makes no
mention of the figure offered for the combined
properties, but it is safe to say that,
judging by former sales of land in the neighbour-
hood of the Hongkew dock, a sum of
much over a million taels should be realizable
for both the sites at Hongkew and Pootung.

LOCAL AND GENERAL.

EXACTLY sixty-four years ago yesterday St.
John's Cathedral in this City was dedicated.
SEVEN Europeans arrived this morning from
home by the steamer *Inaba Maru* to join the
local police force.
TO-MORROW, the 19th inst., is the anniversary
of the great fire which laid Hongkew practi-
cally in ruins in 1859.
THE P. & O. Company's steamer *Mao Tsin*
left London on 14th ult., with the following
specie for Shanghai:—Bar silver, £150,000.
THE work of raising the s.s. *Kwongchow*,
which was sunk off Kowloon during the dis-
trous typhoon a month ago to-day, was, according
to the police, commenced last night.
THIS evening, at the Union Church Literary
Club, Kennedy Road, there will be a debate
on the following question:—"Should the
destruction of non-criminals under any circum-
stances be legalised?" To be opened by
Mr. H. L. Garrett at 9 p.m. sharp. Mr. Frank
Browne will occupy the chair.THE ships which go off commission next
year on the China Station are:—*Diadem*, Captain
Herbert W. Savory, M.V.O., and the *Flora*,
Captain Hubert Grant Dalton, in March and
July, respectively. The *Diadem* carried the
Vice-Admiral's flag for some time prior to the
arrival of the King Alfred on this station.A JAVANESE monkey in the New York Zoo,
that had been brought up in a fire-engine
house, and noticed how the men used to attire
themselves hastily and run out when a fire was
called, surprised his keepers greatly recently.
He rushed out, almost fully dressed, from the
keepers' quarters, in trousers and waistcoat,
collar and tie, all put on in the most fantastic
fashion.AN Indian named Ahmed Agast was made a
defendant in a case heard before Mr. F. A.
Hazelton, at the Police Court this morning.
The charge against him was that of bashing
on the landing steps of Blake Pier in a nude
condition at half past six o'clock last night.
The charge was proved, and a fine of \$5, or in
default fourteen days' hard labour, was im-
posed. He went to gaol.To-day is the Hindu New Year Day, Samvat
1903. According to custom all Indian firms on
the last day of the old year change their books
for a set of new ones to commence business
with in the new year. Most of the Indian
firms in the Colony have made preparations
for the illumination of their business houses
and residences to-night.THE s.s. *Borneo* left Sandakan for Hongkong at
10 p.m. on 11th inst. For the next few trips of
its steamer there will be a new Captain, Captain
Semill, who is a Lieutenant in the Imperial German Naval Reserve, is leaving for two
months' training in the Imperial Navy. He is
most popular with all who have had the pleasure
of meeting him and we wish him every success
and a speedy return to the *Borneo*.ALTHOUGH the sloop *Martin* has been com-
missioned for survey service by Captain J. F.
Parry for duty on the China Station, she is not
yet ready, for sea, a good deal of the internal
arrangements having to be completed yet at
Sheerness. It was expected that she would be
commissioned early in October, after which she
will go through the usual trials before leaving
for Hongkong. Her first will cost about
£1,000.CAPTAIN W. Roberts charged a ticksha coolie
before Mr. F. A. Hazelton, at the Police Court
this morning, with refusing to accept hire
yesterday. The coolie pleaded guilty. The
complainant said that he had a purchased defendant
at about 3 o'clock yesterday afternoon. Defendant
was sitting on the ticksha near Thomas
Hotel. He told the coolie he wanted to go to
Wanchai. The coolie refused to go. A fine
of \$1 was imposed.WONG Yau, a coolie, residing at No. 42,
Centre Street, got into a quarrel with another
of his classmen at West Point, yesterday, over
a woman, and settled the affair by laying out
his opponent with a fighting-iron. Streaming
with blood, which flew free y from the wound
on his head, the coolie laid a complaint to
the police and Wong was arrested. Taken
before Mr. F. A. Hazelton, at the Police Court,
today, Wong was fined \$10 for the assault
and \$50 for being in possession of a fighting-
iron without a police permit. He went in for
six weeks.AT about six o'clock last evening a Chinese
mason came to a very suddenly by falling
from a gang-plank into the street. He was
employed in a matchit at Shek-tong-tsui, and
in order to enter or leave the matchit it was
necessary to cross a gang-plank, a few inches
in width. Last evening the mason was crossing
the plank, lost his balance and fell into the street
below, a distance of only eight feet. He landed
on his head. The police at No. 7 Station were
requisitioned, but on arrival at the scene of the
fatality they were informed that the unfortunate
mason died almost immediately after his fall.
The body was removed to the morgue. In the
doctor's opinion death was due to concussion
of the brain.BEING in unlawful possession of fourteen ba's
of yarn, valued at \$1,200 on the 16th instant,
was the charge preferred against one Chau
Chin-sing and four native brothers, by Inspector
Lingley, of the Water Police Station, at the
Police Court this morning. The four brothers
were seen discharging the yarn from a junk,
which was at anchor near the K-wlun
wall, on to the shore, and as they could not
give an explanation as to where the yarn came
from the police arrested them. At the station
they said that Chau Chin Sing had employed
them to get the yarn to K-wlun. A visit to
To-kwa-wan by the police resulted in the
arrest of that gentleman. The explanation, we
understand, is that the defendant tendered the
Court was very vague, and Mr. F. A. Hazelton
find them \$1 each.IN a case tried yesterday at the Police Court
the jury returned a verdict of guilty against
the prisoner, who was therupon sentenced to
five years' imprisonment with hard labour on
each count, the sentences to run concurrently.

ROBBERY WITH VIOLENCE.

In this case the particulars of which have
been fully recited in these columns, the jury
returned a verdict against the two prisoners,
Liu Fan and Wong Saeng Uing of guilty of
robbery with violence, and that they were each
sentenced to five years' imprisonment with
hard labour.

EVIDENCE IN SUPPORT OF THE ABOVE WAS ADDUCED.

THE JURY RETURNED A VERDICT OF GUILTY AGAINST THE PRISONER, WHO WAS THEREUPON SENTENCED TO FIVE YEARS' IMPRISONMENT WITH HARD LABOUR ON EACH COUNT, THE SENTENCES TO RUN CONCURRENTLY.

PROSECUTOR'S STATEMENT.

IT IS STATED THAT THE ENGINEER-IN-CHIEF OF THE YUEN-HAN RAILWAY CO. IS DISSATISFIED WITH HIS PRESENT APPOINTMENT. UPON HIS ARRIVAL IN CANTON HE WAS TAKEN ILL AND WAS UNABLE, IN CONSEQUENCE, TO ATTEND TO MATTERS RELATING TO THE RAILWAY. LATTERLY SOME FRICTION AROSE BETWEEN MR. KWONG AND CERTAIN OFFICERS OF THE COMPANY, RESULTING IN MR. KWONG'S INTENTION TO sever HIS CONNECTION WITH THE UNDERTAKING.

THE YUEN-HAN RAILWAY.

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THE YUEN-HAN RAILWAY.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

SIR CLAUDE MACDONALD:

ARRIVAL IN SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 18th October,
2.35 p.m.

Sir Claude Macdonald, H.M.'s Ambassador for Japan, who is proceeding home on holiday, arrived here to-day, by the N.D.L.s.s. *Prinz Ludwig*.

Sir Claude was received by a Naval Guard of Honour. His Excellency is the guest of Mr. H. Kerwick, chairman of the Municipal Council.

THE HONGKOW FRACAS.

ANOTHER JAPANESE DIES.

[From Our Own Correspondent.]

Shanghai, 17th October,
4.40 p.m.

The Japanese, who was seriously wounded in the fracas at Hongkow on Saturday evening last, in which German sailors were implicated, died yesterday (Tuesday):

[Kremer.]

Germany.

Lyon, 16th October.
Prince Alexander von Hohenlohe, who is responsible for the publication of his father's memoirs, after a long interview with Prince Buelow, has resigned his office of Sub-Governor of Alsace.

The Wedding of Miss Krupp.

Miss Bertha Krupp, the richest German heiress, has married the diplomat Herr von Bohlen und Halbach, who becomes the head of the firm of Krupp.

The Kaiser was present at the wedding.

Later.

On the occasion of Miss Krupp's wedding, £130,000 was distributed for the benefit of the employees of the Krupp works.

The Kaiser, in a characteristic speech at the wedding, said he hoped that Krupps would continue to furnish Germany with the world's best guns, for offence and defence.

Italy.

The Italian newspapers indicate that the Government is resolved to expend large sums on the army and navy, especially in the purchase of new field artillery from Krupps.

French Ambassador to Japan.

M. Gerard, one of the most able and experienced French Diplomats, will sail for Tokio immediately.

THE HONGKONG TYPHOON.

London ON PRESS COMMENTS.

Hongkong has once more suffered from one of those devastating typhoons which periodically create havoc and destruction in the Colony. The present visitation has unfortunately been of an unusually severe character, wrecking or damaging a large number of ships, several of which belonged to the British China Squadron and the French fleet in the Far East, to say nothing of the damage done to smaller boats and fishing craft, and to property in the neighbourhood of the harbour. It is impossible, as yet, to give any trustworthy estimate of the loss of life, but the Governor of the Colony, Sir Matthew Nathan, in a report to the Colonial Office, gives reason for anticipation that at least among the Chinese population this will prove to have been immense. The loss of life amongst Europeans is comparatively small, but the deepest regret is felt at the news, which is now confirmed, that the Right Rev. J. C. Hoare, Bishop of Victoria, was amongst those who were drowned. The message in which His Majesty the King has expressed his deep regret at the destructive character of the storm will find a ready echo in all quarters. The special feature of this typhoon appears to have been its suddenness. As a rule there are certain barometric indications before the advent of the typhoon, and at Hongkong, as is well known, arrangements are made to give the alarm to the mariners in the harbour. For some reason, as yet unexplained, no notice, or a notice which was insufficient, was given of the storm, and hence the loss was greater than would otherwise have been the case. The Hongkong Observatory certainly seems to have failed on the present occasion. There is note that one of the reports states that this failure is already causing considerable public indignation. We note that the Governor, speaking in the Legislative Council, has announced his intention of appointing a committee to inquire into the matter. He added, however, that he was confident that the director of the Observatory was not to blame. In any event the utmost sympathy will everywhere be felt for the Colony in the face of a disaster which the greatest precautions and foresight could at best only partially mitigate.

THE CANTON RIVER TRAFFIC.

TANTOZI STEAMER EXPECTED.

As stated by us the other day it was the intention to replace the s.s. *Hankow* by a steamer plying on the Yangtze River, we now learn that one of the large vessels engaged on the northern run had actually started for Hongkong and is expected to arrive some time tomorrow.

The s.s. *Hankow* will probably be docked for repairs; in the meantime we hear that she is being cleared of all rubbish, &c., to admit of an examination to ascertain the extent of damage with a view to specifications being drawn up for estimate of cost of repairs.

A curious find is reported to have been made on board the *Hankow* of over a thousand dollars worth of copper coins.

THE KWANGSI RAILWAY.

[From a Correspondent.]

Canton, 16th October.
It is stated that a wealthy merchant of Wu-chow went to Kwai Liun, the capital of the Kwangsi Province, and has since said that the Kwangsi Railway Company will not do well, or be a success if the Kwang-Tung Province is not tasked to take shares in it, as it appears to him that money is very tight in Kwangsi, and moreover rice is not allowed to be exported from the province, so that it is very difficult to induce the people to see the advantage of such a railway, and so take up shares just now.

However, the chairman, Mr. Chow, and the vice-president, Mr. Mok, it is understood, replied to the effect that they must first try their best to get the Kwangsi people to take up as many shares as possible themselves, and should they not be successful in this, or the amount of shares taken up by the people be insufficient they will then have to consider what steps they will then take, as all the Elders of the province had told them that they did not intend to let the people of other provinces take up a big number of shares, as possibly they might interfere with their business.

FRENCH CONSUL AT SWATOW.

The French Government has established a consulate at Swatow, and a building for the same has been put in course of construction, though it will take many months to complete. The new Consul has arrived and is staying at present with private friends. He has paid his formal call at the Court at Swatow, where he has been received by the Magistrate as the representative at Swatow of the French Government, the Magistrate having been instructed to that intent by a despatch from the Board of Foreign Affairs at Peking.

THE S.S. "KINSHAN".

NOT YET RE-FLOATED.

A rumour gained currency in the city this forenoon that the s.s. *Kinshan* had been re-floated early this morning. Later in the day, however, authentic reports reached Hongkong to the effect that, although she is still on the beach, the *Kinshan* is stated to have settled more down in the water, rendering the next attempt at pulling her off easier than the previous efforts at 5.15 this evening. The *R. R. C. Co.* will be leaving again for Brothers' Point, and it is expected that she will again attempt to pull off the *Kinshan* to-night. The dredger *Canton River* returned yesterday.

NEW LAW OF EVIDENCE.

PRISONERS MAY TESTIFY.

When his Honour the Chief Justice took his seat this morning at the opening of the Criminal Sessions, at the Supreme Court, he said he wanted to make a few remarks, "more especially to the gentlemen who represent the Press" of the Colony, to draw attention, through them, to the fact that a new Ordinance had lately been passed, relating to the Law of Evidence, of which it was important, that all Chinese should be made aware, and he hoped that the Chinese newspapers would publish a translation, paraphrased, simply so that all could understand the terms of this new Ordinance, as it was altogether too complicated for the Court to explain to prisoners. It is most important for prisoners to know that they may give evidence in their own behalf, subject only, of course, to the right of the Attorney-General or the Prosecuting Counsel, for the time being, to cross-examine them, and this cannot be too widely known.

THE WRATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:— On the 18th at 11.40 a.m.—The barometer has fallen rapidly over E. Japan, and a slight fall has also taken place over the Philippines. Pressure has increased elsewhere, particularly over the E. and N. coasts of China.

The depression in the North is moving Eastwards in the N. part of the Sea of Japan. Pressure remains low over the Pacific to the E. of Luzon.

The anticyclonic area is still central over the continent to the N. of the Yangtze, and strong monsoon, of gale force, in the Formosa Channel, will continue over the whole of the China Coast. N. and N.E. strong winds to gales will prevail also over the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; fine.
2.—Formosan Channel, N.E. gales.
3.—South coast of China between Hongkong and Lantau, N.E. winds, strong.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

We spend £16,000,000 a year on the Navy. This is a million more than the combined expenditure of France, Russia, and Germany.

THE ITALIAN CONVENT.

FANCY SALE.

Once again the Rev. Mother and Sisters of the Italian Convent invite their friends and patrons to come and visit their annual exhibition and sale of the Convent's product of the past year. Year after year, with noble self-sacrifice, and divine patience, these good people carry on an immense work of charity, and do a very vast amount of good for the community, by taking in the wails and strays, the deserted orphans, the aged poor, and clothing, housing and feeding them, while they teach those old enough, or not too old, to learn, besides the usual three R's and a bit over, "most useful ways of earning their living, by making lace, and embroideries of such qualities as do more than compare favourably with anything of the sort that comes out of Europe." And it is for this reason that once a year they hold these little exhibitions and sales of their work—not so much for the sake of the possible immediate sales, but for the advantage they hope may, as it should, accrue, by affording the public an opportunity of inspecting the specimens of work done by the Sisters and the orphan inmates, with a view to those requiring such articles, and knowing they can be promptly "made to order," placing their orders where they do so much real good. Although the sale was only supposed to commence to-day, His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., accompanied by Captain Colman, A.C., visited the convent last night, and to the delight of the Rev. Mother and the Sisters, paid quite a long visit, in the course of which he made several purchases from the stock of work laid out; but as the articles sold were chiefly exhibited as samples, His Excellency left his purchases to remain on view until the end of the exhibition, as also did several others who made purchases this morning. Without exception the entire work exposed for inspection and sale is the work of the inmates of the convent, and the articles displayed show that absolutely nothing in the way of delicate laces and embroideries is beyond the capabilities of the light-fingered workers who have been taught all they know, within the confines of the institution now under a remarkable work itself speaking volumes for the patient training which now enables even the youngest inmate in the institution to make a piece of lace, or produce a notion of embroidery, such as is seldom seen outside of the most expensive shops in the larger western cities. For the next three days the large hall at the Italian Convent will be a very paradise for the fair sex; for fastidious indeed must she be who finds not there something to tempt her among the many varied and novel samples of the embroidery art there displayed—or if they cannot secure the article they see, for the reason that it has been already sold, the order-book is at hand and a replica will be ready in no time. Besides the underclothing for ladies and children, the display includes some beautiful little frocks for girls, coats for boys, and quantities of finest and most delicate table linen. There is also a large display of cushions, in some of which a very novel feature is introduced. On the front square is embroidered a basket, tied around the handles with red ribbons, while instead of having the flowers in the basket also embroidered they are arranged from artificial bunches, and sewn on in such a way as to give them the appearance of drooping naturally over the basket. The effect is remarkably pleasing—but we shudder to think what our hostess would say if on some occasion of a call, we were inadvertently to sit down and rest our portly persons against that basket of flowers! But the entire production of the busy fingers, in every line, is marked by delicacy and finish, while the taste in design is truly remarkable. Another feature marking this work of the Convent is the extremely low figure at which all this daintiness is made—a figure that to the uninitiated mind would appear barely sufficient to cover the cost of the materials used.

To come to the more practical side of the question and show how much this institution is deserving of the support of the communities of all nationalities in this Colony, we may mention that in the Italian Convent at this present time there are over five hundred women and children, for the housing, clothing and feeding of whom, day by day, the Rev. Mother and the good Sisters are voluntarily responsible. Besides this there is the teaching to be done, not only the teaching of the ordinary school curriculum, but the training of the singers, young and old, to weave the web, which bye-and-bye develops into those yards of lace of cobweb texture, such as only the most delicate and light-fingered could produce. Year in and year out the average number of inmates remains pretty approximately the same, and he who runs may read what a vast responsibility, therefore rests upon the shoulders of the Sisters of the Convent. Here, in their various apartments, are to be found blind, lame, halt, maimed, deformed and insane, among all of whom the majority are helpless orphans. It is an interesting though it is also a very pathetic sight, to see the rows of girls seated before their pillows, with bobbins busily toil by inch, under their nimble fingers. One notices that as one enters no noise is taken—the workers go steadily, almost stolidly on with their work, and then the pathos enters into the situation, for the Sister informs us that these girls are blind! Blind—and yet producing such beautiful work, which their eyes will never see, and only by the words of praise of those who can see will they ever know that their work is beautiful. Another feature strikes one, as one passes down the corridors, and through the rooms of the Convent, and that is that whenever a Sister appears in view the scholars show keen pleasure, and flock around her like pigeons—which goes to show that "kindness" is the "rod of iron" with which the young people of this Convent are ruled. It is no wonder, that it is an institution is always full, and that they have had to build a wing, and a new chapel, the old one being too small to accommodate the throng of worshippers; for none are refused admission here, so only they are poor and needy, and unable to battle with the cold outside world. And thus it is that orphans of almost every nationality are to be found under the roof of this great and good institution—and now comes an opportunity for the charitably inclined to flock to the Convent, not only to purchase the work offered for sale, but to place orders with the Sisters for their household requirements; for they are ready to undertake, at short notice, all kinds of work, personal or domestic, and they do with an exquisite taste and finish, at prices but little more than half the ruling market rates. Aside from the pilferage of disposing of the articles now offered for sale, the Sisters have another object in view, and that is to let the visitors see for themselves specimens of the work they are able to undertake, as well as the girls doing such work before them. Half an hour's visit to the Convent will suffice to convince one and all that this institution is deserving of a full measure of public support from all who are able to extend it. We may mention that if any goods are left on Saturday they will be raffled for,

CHAU TUNG SHANG'S ESTATE.

OVER A MILLION TALES REALIZED.

FORFEITED TO THE PROVINCIAL TREASURY.

[From a Correspondent.]

Canton, 18th October.
The estates of Chau Tung Shang, formerly of Hongkong, and of his four relatives, seized by the Viceroy have now been realized by sale. The proceeds amounted to a sum of £1,040,089 which sum will be placed in the Customs Banks and held in fixed deposit for the Government of Kwang-tung.

COMMERCIAL.

TO DAY'S INTELLIGENCE.

Noon.

Buyers—Hongkong Banks £805, Hongkong Fire £327, China Fire Insurance Co. £55, Shell Transport 29/6, Electric £14, Traway £21, Watsons £12.

Sellers—Unions £75, Canton £320, Indo-Chinas £73, China and Manilas £23, Douglasses £42, Raubs £94, Kowloon Wharfs £53, Hongkong Lands £108, West Points £50, Hongkong Hotels £115, Humphreys Estates £114, Cottons £15, China Borneo Sia, China Provinces £50, Ices £16, Ropes £27, China Light and Power £9, Powells £8 50.

Sale—Hongkong Banks £805, Kowloon Wharfs £93, Shanghai Docks £1,105, Cements £10, Electrics £14, Watsons £12.

Nominal—National Banks £17, HK, C. & M. Steamboats £16, China Sugars £12, Hongkong Docks £10, Kowloon Wharfs £12.

Optional—Bank of England £1, T. T. £10, Java £1, Bank T.T. £10.

Buying—

London—Bank T.T. £10 2/3

Do. demand 2/3 9/16

France—Bank T.T. 2/8

America—Bank T.T. 5/4

Germany—Bank T.T. 2/3 1/4

India T.T. 16/9

Do. demand 16/9

Shanghai—Bank T.T. 7/4

Singapore T.T. 3 % prem.

Japan—Bank T.T. 1/10

Java—Bank T.T. 1/10

Buying—

London—Bank T.T. 2/3 1/4

Do. 6 months' sight 2/3 9/16

France—Bank T.T. 2/8

America—Bank T.T. 5/4

Germany—Bank T.T. 2/3 1/4

India T.T. 16/9

Do. demand 16/9

Shanghai—Bank T.T. 7/4

Singapore T.T. 3 % prem.

Japan—Bank T.T. 1/10

Bank of England rate 5 %

Sovereign 8 7/9

SELLING—

London—Bank T.T. 2/3 1/4

Do. demand 2/3 9/16

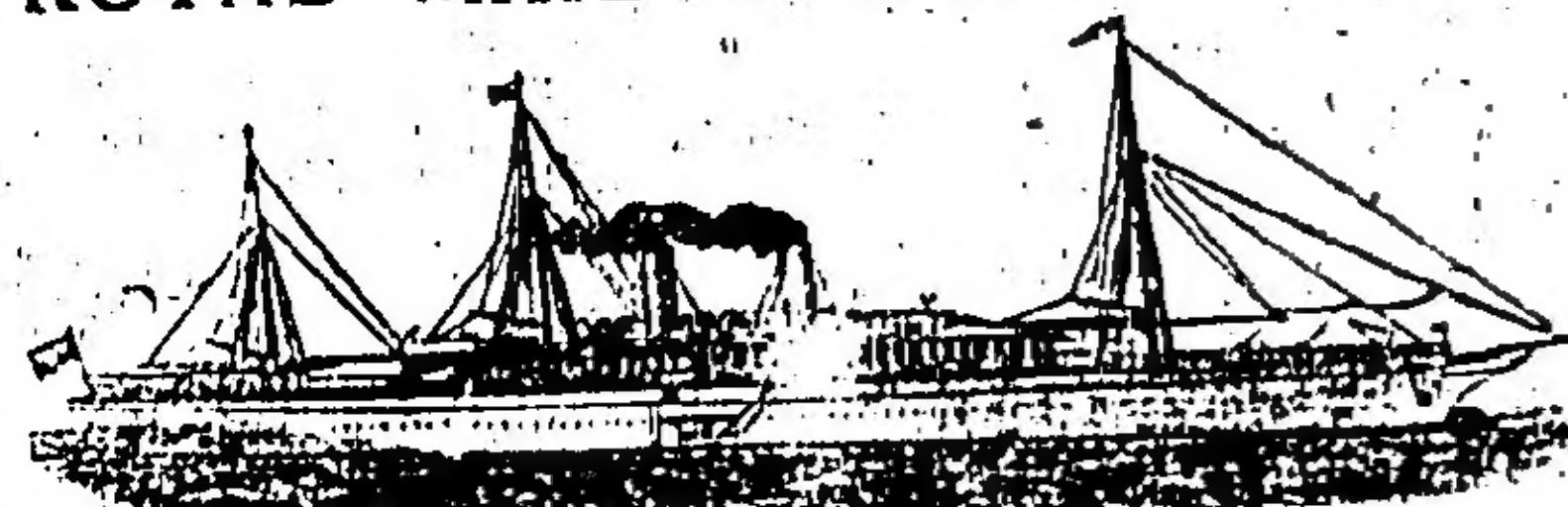
France—Bank T.T. 2/8

America—Bank T.T. 5/4

Germany—Bank T.T. 2/3 1/4</

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days. YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

	TOMI	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,435	SATURDAY, October 20	November 12
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25	November 12
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,382	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20½ days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Indian Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to:

O. W. CRADDOCK Acting General Agent,
Corner Pedder Street and Praya.

Hongkong, 6th October, 1906.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

MANILA LOUNGSANG, SATURDAY, 20th October, 4 P.M.

SHANGHAI HANGSANG, TUESDAY, 23rd October, Daylight.

TIENTSIN CHIPSHING, THURSDAY, 25th October, 4 P.M.

SGAPORE, PENANG & CALCUTTA: WAMSANG * SATURDAY, 27th October, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Nanchang and Yangtze Ports.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th October, 1906.

CHINA NAVIGATION CO. LIMITED.

STEAMERS TO SAIL.

YOKOHAMA and KOBE TAIYUAN 20th October.

CEBU and ILOILO MUNGKANG 20th "

SHANGHAI KIUKIANG 22nd "

SHANGHAI and CHINKIANG HANGCHOW 23rd "

MANILA TEAN 23rd "

SHANGHAI YOCHOW 24th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY, ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Occupied table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

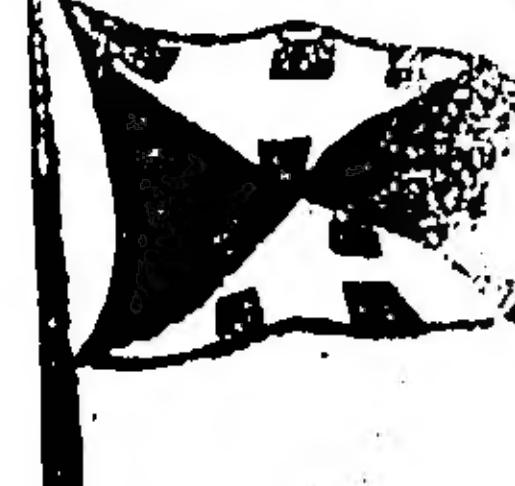
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th October, 1906.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For Sailing Dates.

RUBI.....	2540	R. Almond	MANILA VIA AMÓY	FRIDAY, 19th October, at 5 P.M.
ZAFIRO	1540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.

For Freight or Passage, apply to:

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 15th October, 1906.

17

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship BRAEMAR About 20th November.

For Freight and further information, apply to:

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

18

Entimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSER.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH.

OFFICE

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,
Hongkong.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HAUSBURG," "HOHENSTAUFEN" and the
"SCANDIA" and "SILESIA." The steamers are specially built for the tropics
and have luxurious Passenger accommodation first class. Cabins fitted with
lighting throughout by electricity, cabins fitted with sick beds. Doctor and Stewardesses
carried. Laundry on board. Return tickets issued at reduced rates for two years
available, through tickets to be had to London via Havre and to New York via
Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND
TIENTSIN VIA SHANGHAI

RHENANIA Capt. v. Hoff 1st November.
HOHENSTAUFEN Jaeger 2nd December.
SILESIA Baile 2nd January.
SCANDIA v. Doehren 1st February.

NEXT SAILINGS HOMeward.

FOR SINGAPORE, PENANG, COLMO, ADEN, SUEZ, PORT SAID,
NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG Capt. Filler 2nd November.

HENANIA v. Hoff 14th December.

HOHENSTAUFEN Jaeger 8th January.

SILESIA Baile 22nd March.

HABSBURG Filler 5th April.

HENANIA v. Hoff 17th May.

HOHENSTAUFEN Jaeger 14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, SITONIA 20th October.

FOR YOKOHAMA & KOBE, SEGOWIA 22nd October.

FOR SHANGHAI, KOBE & YOKOHAMA, RIENANIA 1st November.

FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA 13th November.

NEXT SAILINGS HOMeward.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughates to Antwerp, Amsterdam, Rotterdam, Copenhagen,
Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the
Levante, Black Sea and Baltic Ports, North and South American Ports.

Also via Aden or Port Said by the Arabic Persian Service to Arabian and
Persian Gulf Ports.

FOR HAVRE AND HAMBURG.

FOR HABSBURG AND HAMBURG.

FOR HAVRE AND HAMBURG.

FOR HABSBURG AND HAMBURG.

<p

THE YOUNG CRIMINALS OF PARIS.

THE PLAGUE OF THE APACHES.

Paris, September, 19.—The disproportionate amount of crime is one of the most unfavourable symptoms of modern life in this city. The proclivity of the criminals is also in itself a fact to give pause to the serious-minded. Deeds of violence have been specially numerous of late, and in many cases the chief actors in these dramas of savagery, lust, and greed have been little more than children. A terrible instance occurred the other day, written a Special Correspondent of the *Pall Mall Gazette*. An old woman living by herself was strangled by a boy of seventeen; nor is this the worst feature. The actual assassin received his "indications," as the expression is here, from his younger brother, who is aged twelve. The victim had been specially good to this little boy and had frequently bestowed cakes and other presents upon him. His published portrait did not suggest the villain at all. On the contrary, it was a good face—obviously a case of "evil communications." More recently still, a highly-respected tradesman of Paris was slain by a boy in his teens, a typical Apache. The tradesman had sent the boy about his business earlier in the day, and the young rascal had sworn to be revenged. He returned in an hour's time and discharged the contents of a revolver at the bourgeois. The bullets took effect, and the man was transported to the hospital in a dying state. These instances could easily be multiplied by any one who took the trouble to read for a few weeks the columns of the police news, euphoniously termed "faits divers."

The crimes are generally distinguished by great daring: Only yesterday afternoon, a young girl, daughter of very respectable parents, was attacked in broad daylight, in a fashionable and frequented quarter of the town near the Etoile, by two men, and carried away in an automobile. The first operator pinioned her from behind, and then a second advanced and applied a handkerchief steeped in chloroform to her nose. The drug took instant effect, and she was transported in a half-comatose state to the car. An hour or two afterwards she found herself sitting in a seat in the Arc de Triomphe, and was conscious that she had been brutally abused. There is little chance, of finding the criminals.

AFRAID TO ARREST.

Immunity from arrest constitutes the most disquieting feature in this plague of Apaches. The police would seem to be afraid to act with real decision and energy against the evil-doers. I do not use the word "afraid" in a physical sense, as the guardians of law and order have probably plenty of animal courage, but they are apparently deterred by other considerations.

Some time ago a policeman in the neighbourhood of the Opéra frankly confessed that he was afraid to arrest certain notorious members of a gang of midnight marauders. My friend, to whom the observation was made, asked him why. "Well," he said, after some hesitation, "you see nearly all these people carry labour cards." "I labour cards?" "Yes, they belong to some syndicate of labour." Many of the Apaches are affiliated to the various trade societies. They may call themselves coopers, printers, masons, and the like. In reality, their occupation is to sleep on the fortifications during the day, and to prowl at night. But they shelter from the consequences of their nefarious acts under theegis of political expediency. No officer of police likes to run the risk of being blamed for officiousness, "Sortout, pas d'able," is as true in the police force as it was uttered, to a quite different "monde," by Tallyrand.

The Apache has a vote: this is one of the beauties of universal suffrage. Indeed, he is a useful person to his side, and is a much more powerful electioneering agent than many an honest man.

The inability to deal effectively with the Apache spreads to the bench itself. M. Lépine and his agents organize "rafles," as they are called here, and sweep in "undesirables," but they are generally liberated after a few days. The magistrates, apparently, do not wish to make use of their powers and detain these men unless some definite charge has been successfully brought home. Even in that case the "Loi de sûreté," or First Offenders Act, or some other circumstance, operates in favour of the prisoner, and he is speedily discharged. A glaring instance of youthful depravity is to be found in the fifty odd students and their companions who are in prison on a charge of coinage.

Shipping.

Arrivals

Shawmut, Am. s.s., 9/16, E. V. Roberts, 17th Oct.—Manila 17th Oct., Gen.—D. & Co.
Indrawati, Br. s.s., 3,369, R. N. Hill, 17th Oct.—New York 22nd Aug., Gen.—J. M. & Co.
Delta, Br. s.s., 8,089, C. L. Daniel, 18th Oct.—Bombay and Oct., and Singapore 13th, Mails and Gen.—P. & O. S. N. Co.
Inaba, Maru, Jap. s.s., 3,837, W. Bainbridge, 18th Oct.—Singapore 12th Oct., Gen.—N. Y. K.
Kagoshima, Maru, s.s., 4,404, F. L. Pyre, 18th Oct.—Singapore 21st Oct., Gen.—N. Y. K.
Sungkian, Br. s.s., 987, G. Pennefather, 18th Oct.—Ningo 15th Oct., Ballast.—B. & S.
Chiyuen, Ch. s.s., 1,177, C. Stewart, 18th Oct.—Shanghai 14th Oct., Gen.—C. M. S. N. Co.
Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.—Sandakan 13th Oct., Timber.—M. & Co.
Siblonia, Ger. s.s., 6,166, Bishmer, 18th Oct.—Singapore 13th Oct., Gen.—H. A. L.
Prince George, Nor. s.s., 472, A. R. Anderson, 18th Oct.—Manila 26th Sept., Old Iron—Order.
Toba, Maru, Jap. s.s., 2,160, T. Kisei, 18th Oct.—Moli 12th Oct., Coal.—M. B. K.

Clearances at the Harbour Office.

Chiyan, for Canton.
Hattan, for Swatow.
Telmachus, for Canton.
Ventura, for Manila.
Delta, for Shanghai.
Rutherford, for Chittagong.

Departures.

Oct. 18.
Ei Katawa, for Shanghai.
Lydia, for Canton.
Huangzang, for Canton.
Kukhong, for Canton.
Flora, Br. cruiser, for Practice.
Yuenlong, for Manila.

Passengers arrived.

Per *Inaba*—Messrs. H. Dewsbury, E. Andrews, G. Urwin, G. Cocke, T. Wilson, C. Hollens, E. Band, W. Pincock, Misses E. Brewerton and M. Roberty. For Shanghai—Mrs. Wavell and 4 children; For Tientsin—Mr. W. S. Pyner, Mrs. Kobe—Dr. K. Nakane. For Yokohama—Mr. and Mrs. E. Bower, and Master W. Bower.

Per *Delta*, from Bombay, &c.—Rev. and Mrs. Taylor, Comdr. Mrs. and Master Tyler, Mr. A. J. Hughes, Miss E. Conkey, Misses Thompson, Pouer, Mrs. Moore, MacEwan, Dartington, Plumbe, Miller, Metcalfe, Portway, Hamilton, Mrs. Kay, Mrs. Kay, Mrs. Murray, Misses Susanna, Ralston, Adamson, Negre, Forthgate, Moon, Parker, Rev. Kurnita, Messrs. Foo Choo, Choon, Shun Hin Chan, Chong Teih Foo, Chuan Cheon Cheong, Col. Dives, Rev. Mr. and Miss West, and 3 children, Mrs. Lo Pek San, Messrs. Cheong Sues Chow; C. G. Khan and Mendes.

Per *Shawmut*, from Seattle—Mr. and Mrs. A. W. Penny, Miss Clare Cross, Miss Cassie Shew Rice, Mr. Victor C. Maiden, Mrs. Florence M. Maiden and child, Miss Jessie F. Maiden, Master Victor G. Maiden, Messrs. Ira Yaeger and W. P. Maves. From San Francisco—Mr. D. S. Williams, and Mr. and Mrs. D. F. Miner. From Chicago—Miss Holland and Bentham. From Manila—Miss Cochran, infant and nurse; Mr. Seligman, Comdr. Coffin, Messrs. H. F. Harrington, S. M. McCrea, Mrs. Dean C. Worcester, M. D. J. Carr, Mrs. Gossman, Mr. and Mrs. Faulnley and 2 children, Mrs. Fox, Mr. and Mrs. A. L. Lawshe, Miss Lawshe, Mr. R. O. Walters, Mr. and Mrs. G. A. Miller and a child, and Mr. R. O. Marsh. Per *Chiyan*, from Shanghai—Miss Tarkevitch, Mr. Hewitt, and 70 Chinese.

Shipping Reports
Str. *Indrawati* from New York:—Rough passage from Singapore.

Str. *Sungkian* from Ningpo:—Light to moderate NE. breeze and moderate sea.

Str. *Prince George* from Manila:—Carried away sails and spars, put into port for repairs.

Str. *Kuroshio* Maru from Singapore:—Experienced gentle to moderate winds throughout with fine weather.

Str. *Chiyan* from Shanghai:—Moderate NE. monsoon from port to Dodd Island, thence to port light variable winds and fine.

Vessels in port.

STEAMERS.

American Maru, Jap. s.s., 3,160, Philip Gaing, 19th Oct.—San Francisco 14th Sept., and Shanghai 11th Oct., Mails and Gen.—T. K.

Calches, Br. s.s., 6,748, O. P. Williams, 17th Oct.—Shanghai 14th Oct., Gen.—B. & S.

Catherine Apur, Br. s.s., 1,730, W. D. A. Thomas, 10th Oct.—Calcutta via Penang and Singapore 4th Oct., Gen.—D. S. & Co., Ltd.

Emma Lukwai, Ger. s.s., 1,159, G. Cornand, 16th July—Mauritius 20th June, Sugar—Wine Sing & Co.

Empress of China, Br. s.s., 3,030, R. Archibald, R.M.R., 23rd Sept.—Vancouver, B.C., 4th Sept., and Shanghai 20th, Mails and Gen.—C. P. R. Co.

Haitian, Br. s.s., 1,183, J. S. Roach, 17th Oct.—Funchow 14th Oct., Amoy 15th, and Swatow 16th Oct., Gen.—D. L. & Co.

Joshin Maru, Jap. s.s., 702, H. Ohta, 17th Oct.—Tamsui via Amoy and Swatow 16th Oct., Gen.—O. S. K.

Lisa, Swed. s.s., 998, H. Horn Dahl, 17th Oct.—Proholong (Java) 2nd Oct., Sugar—S. W. Co.

Loongsang, Br. s.s., 1,092, A. G. Smith, 15th Oct.—Manila 12th Oct., Gen.—J. M. & Co.

Loyal, Ger. s.s., 1,237, F. Natrins, 12th Oct.—Bangkok 4th Oct., Rice—S. W. & Co.

Machew, Ger. s.s., 996, " Zollner, 14th Oct.—Bangkok 6th Oct., Rice and Lumber—B. & S.

Merasi, Dut. s.s., 1,592, E. M. Uldall, 10th Oct.—Singapore 1st Oct., Sugar—Tong Thye Loong.

Monteagle, Br. s.s., 3,053, S. Robinson, 14th Sept.—Vancouver 20th Aug., andhangha 11th Sept., Flour, Lead and Gen.—C. P. R. Co.

Nam Sang, Br. s.s., 1,591, P. H. Rolfe, 15th Oct.—Calcutta 3rd Sept., via Penang and Singapore 9th Oct., Gen.—J. M. & Co.

Nell MacLeod, Am. s.s., 991, E. Corral, 19th June—Manila 16th June, Ballast—Barrett & Co.

N. S. do Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June—Manila 9th June, Ballast—Barrett & Co.

Orsi, Br. s.s., 2,206, G. Maddrell, 11th Oct.—Moj 5th Oct., Coal—B. & S.

Petrarch, Ger. s.s., 1,152, R. Hatje, 12th June—Saigon 7th June, Gen.—S. M. & Co.

Rajaburi, Ger. s.s., 1,189, O. Koch, 14th Oct.—Bangkok via Swatow 13th Oct., Rice and Wood—B. & S.

Rajah, Ger. s.s., 1,275, C. Wolff, 16th Oct.—Bangkok 5th Oct., Rice—B. & S.

Rubi, Br. s.s., 1,611, R. W. Almond, 15th Oct.—Manila 12th Oct., Gen.—S. T. & Co.

Rutherford, Br. s.s., Burns, 1,701, 10th Oct.—Newcastle 10th Sept., Coal—McG. Bros. & Gow.

Saints, Ger. s.s., 995, F. Rehwoldt, 12th Oct.—Bangkok 5th Oct., Gen.—B. & S.

Sarsogar, Am. s.s., 4,104, F. L. Pyre, 18th Oct.—Singapore 21st Oct., Gen.—N. Y. K.

Sungkian, Br. s.s., 987, G. Pennefather, 18th Oct.—Ningo 15th Oct., Ballast.—B. & S.

Chiyuen, Ch. s.s., 1,177, C. Stewart, 18th Oct.—Shanghai 14th Oct., Gen.—C. M. S. N. Co.

Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct.—Sandakan 13th Oct., Timber—M. & Co.

Siblonia, Ger. s.s., 6,166, Bishmer, 18th Oct.—Singapore 13th Oct., Gen.—H. A. L.

Prince George, Nor. s.s., 472, A. R. Anderson, 18th Oct.—Manila 26th Sept., Old Iron—Order.

Toba Maru, Jap. s.s., 2,160, T. Kisei, 18th Oct.—Moli 12th Oct., Coal—M. B. K.

Yuyuan, Br. s.s., 1,459, L. Dawson, 17th Oct.—Melbourne 8th Sept., Sydney 19th, Thursday Island 1st Oct., and Manila 13th, Gen.—B. & S.

Tartar, Br. s.s., 2,768, J. H. Davis, 13th Oct.—Vancouver 17th Sept., and Shanghai 13th Oct., Gen.—C. P. R. Co.

Tatsu Maru No. 2, Jap. s.s., 1,948, Nanjing, 14th Oct.—Kobe 7th Oct., Gen.—Yes Hing Tai.

Telmachus, Br. s.s., 1,310, J. Williamson, 12th Oct.—Saigon 7th Oct., Rice, Meal and Gen.—Chinese.

Tjiboa, Dut. s.s., 2,959, P. Zwart, 16th Oct.—Java via Macassar 8th Oct., Gen.—J. C. J. L.

Trieste, Aust. s.s., 1,103, D. Mistroni, 16th Oct.—Trieste and Singapore 10th Oct., Gen.—S. W. & Co.

Wardsworth, Br. s.s., 2,086, D. Thomas, 12th Oct.—Moji 7th Oct., Coal—T. & Co.

Yruna, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct., Ballast—Yeng Chung.

Z. de Aldecoa, Am. s.s., 1,260, F. Xandao

Echau, 15th June—Manil 12th June, Gen.—A. K. & Co.

SAILING VESSELS.

Eclipse, Br. br., 2,968, J. McBryde, 10th Oct.—Canton 1st Oct., Ballast—S. O. Co.

Esakoni, Br. ship, 1,670, Wm. McBride, 12th Oct.—Manila 13th Sept., Ballast—Order.

I. F. Chapman, Am. ship, 2,013, R. Baldwin, 25th Aug.—Manila 15th Aug., Ballast—A. K. & Co.

P. H. Hitchcock, Am. ship, 2,086, S. L. Zerf, 1st Sept.—Manila 20th Aug., Ballast—A. K. & Co.

Steamers Expected.

Vessel	From	Accepts	Due
Siberia	Shanghai	P. M. Co.	Oct. 19
Emp. of India	Japan	C. P. R. Co.	Oct. 21
Willehad	Sydney	M. & Co.	Oct. 22
Totonni Maru	Wojti	N. Y. K.	Oct. 22
Colombia	M. & Co.	Oct. 23	
Prinz Ludwig	Japan	M. & Co.	Oct. 23
China	Japan	P. M. Co.	Oct. 28
Kumsang	Calcutta	J. M. & Co.	Oct. 28
Arabia	Portland	P. & A. Co.	Nov. 5

DOCK RETURNS.

HONGKONG AND WHAMPoa DOCKS.

Vigilante at Kowloon Dock.

Monteagle "

Fathsun "

Empress of China "

Sorong "

Francisque "

Johnanne "

Charles Hardouin "

Chowai "

Sabre "

Halls.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

T H E Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 20th October, at Noon, taking Passengers and Cargo, the above Part in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all-Cargo for France and Tea for London, under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles, and London, other cargo for London, &c., will be conveyed from Bombay by the R.A.S. Marmora due in London on the 1st December, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent,

Hongkong, 6th October, 1906.

901 NEW PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA:

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Steamer.	Tons.	Captain.	Sailing.
Shawmut ...	9,606	E. V. Roberts	24th Oct.
Tremont ...	9,606	T. P. Garlick ...	26th Nov.
Pleides ...	3,753	F. G. Purington	—
Lyra ...	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 4th October, 1906.

[12]

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, AUSTRALIA,

ADEN, EGYPT, MARSEIL

LES, LONDON, HAVRE,

BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain Lancelin, will be despatched for MARSEILLES on TUESDAY, the 30th October, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. AUSTRALIEN 13th November

S.S. TONKIN 27th November

S.S. ERNEST SIMONS 11th December

S.S. POLYNESIEN 25th December

S.S. CALEDONIEN 8th January.

G. DE CHAMPEAUX,

Agent.

Hongkong, 17th October, 1906.

[11]

AN APPEAL.

THE SUPERIORITY OF the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.
BRANDY \$22.50

" 20.00

" 16.75

WHISKY, PALL MALL 20.00

JOHN WALKER & SONS' OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 10.50

THE ABOVE EXCLUSIVELY SHIPPED TO SIEMSEN & CO., HONGKONG AGENTS.

Hongkong, 15th November, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	\$1,000,000	\$125	\$125	\$1,000,000 \$10,250,000 \$20,000	\$1,712,472	{ \$1.15/- @ ex. 2/11 = \$16.47 for first half-year 1906 }	\$805 ss. & b. London \$95.10
National Bank of China, Limited	69,925	£7	£6	£12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1903	53 % \$47
MARINE INSURANCES							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,875	\$21,540	\$20 for 1903	64 % \$320
North China Insurance Company, Limited	10,000	£16	£5	£10,000 Tls. 100,000 Tls. 50,000	Tls. 302,653	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 % Tls. 871 sellers
Union Insurance Company, Limited	10,000	\$250	\$100	\$1,000,000 \$15,527	\$2,792,271	Interim div. of \$3 for 1905	48 % Tls. 1775 sellers
Vangtze Insurance Association, Limited	10,000	\$100	\$60	\$800,000 161.78 \$15,527	\$508,334	\$12 and \$3 special dividend for 1904	81 % \$175 sellers
FIRE INSURANCES							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$6,000 \$6,563	\$8 for 1st 1/4	68 % \$95	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$264,387 \$93,562	\$25 for 1904	74 % \$327 buyers	
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$264,387 \$93,562	Nil	1/- for 1905	61 % \$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$250,000 \$600,000	\$1,464	1/- for year ended 30.6	6 % \$43
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$144,386 \$120,000	\$2,412	1/- for 1st half-year 1906	74 % \$26 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£280,918 £3,999	Tls. 23,156	10/- @ ex. 2/11 g/16 = \$1.69	64 % \$73
Shanghai Tug and Towing Company, Limited (Preference)	10,000	£15	£10	£10,000 £40,000	Tls. 207,815	Interim div. of Tls. 2 1/2 a/c 1906	9 % Tls. 55 buyers
"Ell" Transport and Trading Company, Limited	10,000	£10	£10	£14,144 \$15,000	Tls. 218	1/- (Coupon No. 6, for 1905)	61 % \$49
"Star" Ferry Company, Limited	10,000	£10	£5	£32,917 Tls. 30,479	Tls. 30,753	\$1.50 for year ending 1/4 1906 \$0.75	31 % \$20
China Tug and Towing Company, Limited	10,000	£15	£10	£18,500 Tls. 81,200	Tls. 13,973	Interim div. of Tls. 2 account 1906	8 % Tls. 50 buyers
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$150,000	\$10,914	Final of \$15 making \$1.50 for 1905	61 % \$152
Jui-Sun Sugar Refining Company, Limited	7,000	\$100	\$100	\$86,129	Tls. 132,888	\$1 for 1897	\$22 sellers
Teak Sugar Cultivation Company, Limited	7,000	\$15	\$10	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	Tls. 84 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	\$13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	78 % Tls. 98 buyers
Central Consolidated Mining Company, Limited	500,000	£10	£10	none	G. 900,050	Final of 50 cents making G. 31 for 1905	7 % G. \$14
sub-Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	19
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	64 % \$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$10	\$50,000 \$61,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	64 % \$93 sellers
Long and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,510	\$192,087	\$6 for first half-year ending 30.6.06	8 % \$153
New Amoy Dock Company, Limited	10,000	\$68	\$68	\$22,121	\$2,221	\$1 for 1905	51 % \$171